



Oster/Las Piltas Quarry
Gerald Serra to: mwilson

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Gerald F. Serra
P.O. Box 223
Creston, CA 93432

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Murry Wilson, Environmental Resource Specialist
Department of Planning and Building
976 Osos Street, Room 300
San Luis Obispo, CA 93408-2040

RE: OSTER/LAS PILITAS QUARRY, DRC2009-00025 DEIR COMMENTS

Dear Mr. Wilson:

Since 1980 I have owned over one hundred and fifty acres on Highway 58 a couple of miles from the Las Piltas proposed quarry site. It has been my main family home and extended family gathering place. I cannot adequately convey the familial connection we have to Santa Margarita. We travel Highway 58 between our home and Santa Margarita every day, To residents of this special community it is clear that the proposed gravel quarry being discussed is not compatible with the surrounding area and will do long-term unmitigable damage. By its very nature, surface mining is the definition of destruction. The project to produce 500,000 tons of aggregate from 41 acres is out of scale. Among the many concerns for safety and industrial mining noise the basic necessary infrastructure does not exist to support a project of this scale.

One area of intractable concern is the use of Highway 58 by double-hopper gravel travels, which when loaded to capacity will weight 80,000 lbs. Highway 58 is a snaking country roadway never intended to serve as a heavy equipment transit artery. The wear and tear on the road itself will require a constant flow of money for repairs. Is the applicant expecting the taxpayers to subsidize this? Have they offered to set up a fund to keep the road in good repair, and if so who will be monitoring and administering that fund? Since the repairs will be an ongoing situation will the road be shut down over and over to make those repairs? Will residents be asked to deal with constant roadwork along with the other concerning aspects of the quarry? If repairs are needed on a sudden basis will trucks then be staging all the way down Highway 58?

According to the Project Description (pg 2-9) the applicant estimates an average of 273 trucks daily, but also states that for some projects the truck traffic could reach 800 trucks per day. Are the road, traffic, and safety impacts being calculated based on the reasonable worst case of 800, or are they using the average of 273 as their assumption? This is an unacceptably large discrepancy and the truck estimate needs to be addressed with accuracy so we know exactly what

we're looking at. I would very much like to know what the actual truck traffic will be?

This leads me to the irremediable and acutely disturbing safety issue for all of us, for our wives, for our children, for our grandkids, all of whom must drive Highway 58. We should not let the term "highway" confuse us. This is not a highway. This is a treacherous, winding, rural road. There are turn angles along this road in excess of ninety degrees and small cars struggle to stay within the roadway limit lines. There are no shoulders, no turnouts, and no place to pull over. Accidents and total road closures will be unavoidable. How is the applicant addressing this dangerous situation? Are they considering altering the size of their trucks so they can navigate this road safely? And most importantly for those who live on Highway 58 how will emergency vehicles: police, fire, and paramedics get to us when we are in need, if hundreds of trucks are blocking the road and there is no room to drive around them?

I'll look forward to hearing from you. You may respond via email here, or via mail at the post office box above.

Best regards,

Gerald F. Serra